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The China Mail.

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AT
ULLMANN'S.

September 22, 1921. Temperature 78. Barometer 29.37. Rainfall 0.01 inch. Humidity 79. September 22, 1920. Temperature 79.

No. 18,370 四拜禮 號二十月九年一十二百九千一英 HONGKONG, THURSDAY, SEPTEMBER 22, 1921, 日一廿月八酉辛大歲年十國民華中 PRICE \$3.00 Per Month

BUSINESS NOTICES

ARRIVED

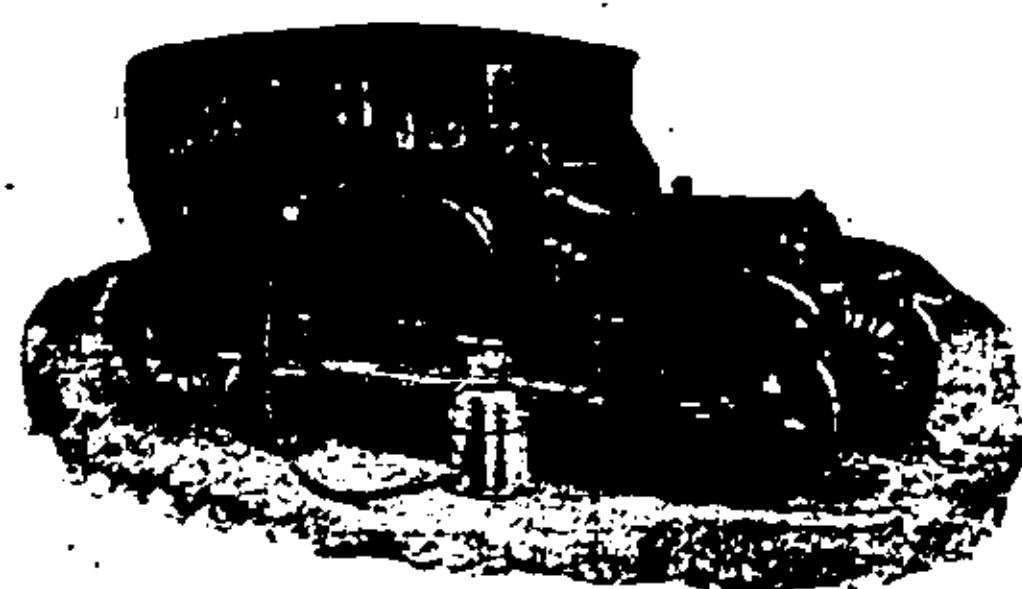


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HONGKONG

TO-DAY'S CABLES.

(Reader's Services to the China Mail)

TERRIBLE DISASTER.

BIG GERMAN CHEMICAL WORKS EXPLODE.

FIFTEEN HUNDRED PEOPLE KILLED.

VILLAGE COMPLETELY DESTROYED IN FEW SECONDS.

PARIS, September 21.

A message from Mainz states that the chemical works at Oppau near Frankenthal in the Bavarian Palatinate have blown up with over a hundred casualties.

PARIS, September 21.

Latest messages from Mayence state that the explosion at Oppau was very terrible. It is declared that the casualties number thousands, including a thousand dead.

BERLIN, September 21.

It is now reported from Mannheim that hundreds were killed and injured and enormous damage done by two terrific explosions at the Badische Anilin Fabrik works at Oppau where highly explosive nitrogen compounds were manufactured.

TERRIBLE HAVOC.

LONDON, September 21.

The terrible effects of the explosion at Oppau were felt throughout the rich industrial Upper Rhineland, causing scores of victims and twenty miles from the scene of the disaster. The pretty flourishing village of Oppau was completely destroyed in a few seconds and reduced to blazing heaps of shattered walls burying hundreds of helpless victims. The surviving villagers fled in frenzy helter-skelter.

POISONOUS SMOKE OVERHANGS RUINS.

The district was overhung with dense columns of poisonous smoke visible for miles and rendering the ruins at present inaccessible. A member of the Badische Anilin Fabrik works declares that there is no possibility of further explosions at Oppau. The full extent and the origin of the disaster at present can only be conjectured.

800 MEN KILLED AT ONE STROKE.

MAYENCE, September 21.

The explosion at the Badische anilin works at Oppau, among the most terrible in history, occurred as the shifts were changing at eight o'clock in the morning. The concussion was felt at Mayence and all windows in the Mannheim works were shattered. The first explosion occurred in a laboratory where 800 men were working. All these were instantly killed.

PEOPLE KILLED MILES AWAY.

Other explosions followed in rapid succession, making it impossible to assist the first victims. Several persons were killed and 36 injured at Mannheim thirteen miles distant. The roofs of many houses were blown off. A number of people were killed at Ludwigshafen, while Oppau was reduced to a heap of ruins.

INJURED TERRIBLY MUTILATED.

LUDWIGSHAFEN, September 22.

In a statement the management of the Badische factory shows that the explosion occurred in a warehouse containing 200 tons of ammonium sulphate compound. Ludwigshafen resembles a great hospital. Schools have been converted into wards. All available transport has been commandeered to convey the victims to the wards. Along the roads leading to Oppau and in all the fields round the town lie hundreds of badly injured men, women and children. Many are terribly mutilated with shattered limbs. In many cases eyes have been torn out.

SEEKING THEIR RELATIVES.

Hundreds of weeping women and children are flocking to the scene to search for relatives but a cordon has been drawn around the wrecked works barring approach for a radius of half a mile. Medical detachments are arriving from Ludwigshafen, Mannheim, Heidelberg and other places. Unofficial estimates place the casualties at over a thousand dead and nearly 2,000 injured.

THE CAUSE.

MAYENCE, September 22.

The catastrophe at Oppau was due to excess of pressure in two adjoining gasometers which caused the explosion. It is now estimated that the death toll may reach 1,500 people.

CONGRESS REASSEMBLES.

GERMAN AND OTHER TREATIES RECEIVED.

WASHINGTON, September 22.

Congress has reassembled. President Harding sent a messenger with the German, Austrian, and Hungarian treaties. Senator Lodge, the Republican leader, previously conferred with President Harding. It is understood that it has been arranged for the treaties to be referred to the foreign relations committee.

ARMENIAN QUESTION.

LEAGUE URGES PROMPT SETTLEMENT.

GENEVA, September 21.

The Assembly of the League of Nations unanimously adopted the report of the committee urging the Council to take steps to impress on the Supreme Council the necessity for prompt settlement of the Armenian question.

STRIKE POLY.

BIG JAPANESE STEEL ORDER LOST.

LONDON, September 21.

A recent strike at the Swanaes steel works is said to have prevented acceptance of an urgent order from Japan which would have occupied the mills for two years.

THE DOLLAR.

To-day's closing rate 2/10 1.8
To-day's opening rate 2/9 5.8

COMPANY REPORT.

DOUGLAS STEAMSHIP CO., LTD.

FACTORS MILITATING AGAINST
PROFITABLE WORKING.

The report of the Douglas Steamship Co., Ltd., submitted by the General Managers, Messrs. Douglas Laprak and Co., for presentation to the shareholders at the 38th Ordinary General Meeting to be held at the offices of the Company on Friday, September 30 at noon, is as follows:—

Political disturbances in China, and consequent restricted business; increased competition; and a phenomenal advance in the cost of liquid fuel during the first six months of the period under review, have all militated against profitable working of the steamers in our regular trade.

After paying all running expenses, ordinary docking charges, premia of insurance, allowances for leave and pensions of the floating staff, and transferring \$31,127.66 from the reserve fund to meet the cost of special repairs, renewals, and additions to steamers, there remains the sum of \$101,461.46 at credit of Profit and Loss Account, which, subject to the approval of Shareholders it is proposed to appropriate as follows:—
To pay a Dividend of 7% (\$3.50) \$70,000.00
To write off the Value of the Company's Steamer and Properties \$31,461.46
\$101,461.46

Consulting Committee.—Mr. John Johnstone resigned on leaving the Colony and Mr. D. G. M. Bernard was invited to fill his place. The Committee now consists of Messrs. D. G. M. Bernard, W. E. Clarke and A. O. Long, who retire but offer themselves for re-election.

Auditors.—The Accounts for the first half year were audited by Messrs C. Begard Brown and A. R. Lowe and for final half year by Messrs. C. Bernard Brown and A. E. M. Williams (the latter acting for Mr. A. R. Lowe) Messrs. A. R. Lowe and C. Bernard Brown retire but offer themselves for re-election.

FALSE PRETENCES CHARGE.

ALLEGED FRAUDULENT NOTE.

Eighteen bags of dried mussels worth \$800 alleged to have been obtained by false pretences figured in a case heard before Magistrate Lindsell yesterday afternoon when two men were charged with obtaining and alternatively with receiving the goods.

Mr. G. G. N. Timon (of Messrs. Johnson, Stokes and Master) prosecuted, and Mr. F. X. d'Almada appeared for one of the defendants.

Mr. Timon explained that the first defendant was a former employee of the complainants but was discharged after China New Year because business was dull. He had worked, since then, with a firm on another floor in the same building and still took his meals with the complainants' folks. On the morning of September 15, the first defendant visited the complainants' godown and three minutes later, an unknown individual arrived with an apparently genuine order from the office that 18 bags of mussels were to be delivered to the address of the second defendant. There they were repacked into smaller bags and some were despatched forthwith, to a third party with whom arrangements had been made, beforehand, to sell mussels on commission. A part of the consignment was found at the second defendant's private address.

After evidence had been heard the hearing was adjourned.

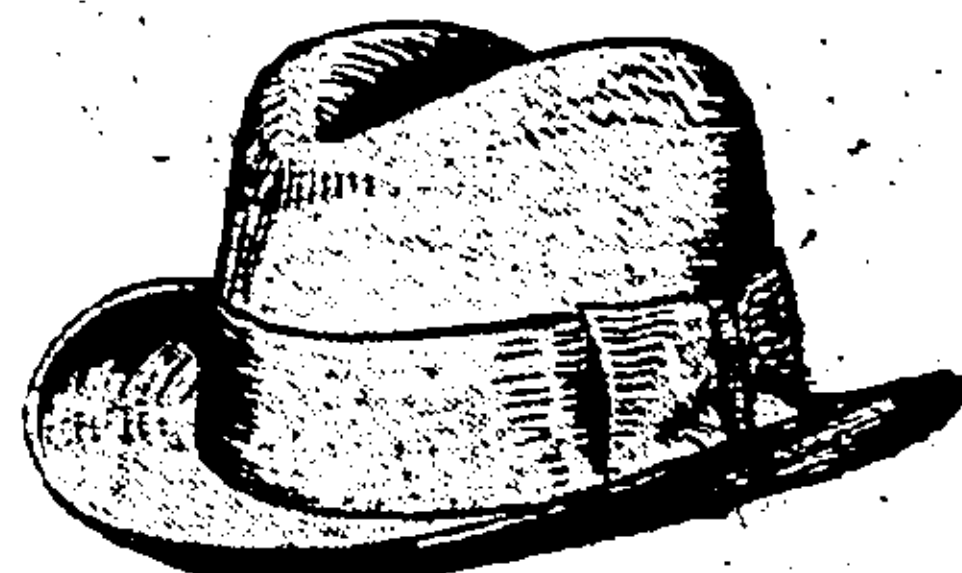
The amount of Japanese matches exported during the first seven months of this year stood at 16,988,000 yen in value, a decline of 1.8 per cent. as against the corresponding period of last year. But the figures for the month of July gave 2,639,000 yen representing a gain of about 80 per cent. as compared with the same month of last year. The recent increase in the export is reported to be due principally to the stock running short in India and Hongkong.

BUSINESS NOTICES

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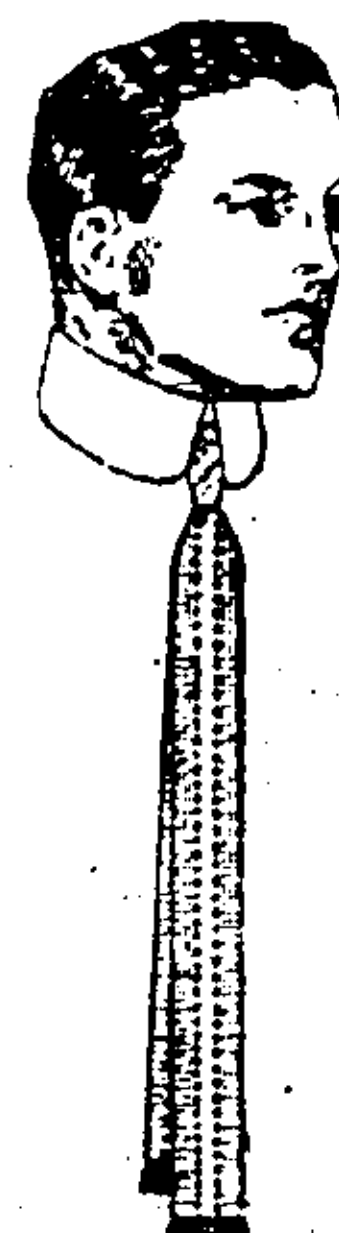
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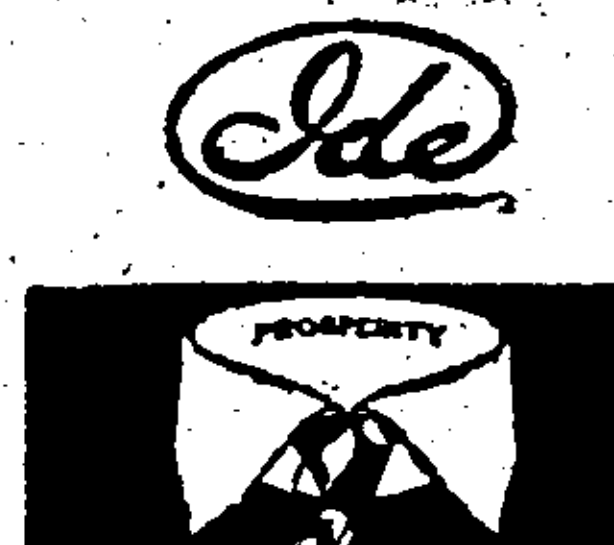
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Dennison's Xmas Decorations.**

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BIRTH.

GENSBURGER.—On September 11, 1921, at No. 51 Mac Messer, Shanghai, to Mr. and Mrs. V. D. Gensburger, a daughter.

MARRIAGE.

STALKER-SHORTT.—On September 21st, at the Union Church, Archibald Stalker, son of Duncan Stalker, Milngavie, Scotland, to Mary C. Shortt, daughter of Alfred Robinson, Liverpool.

DEATH.

DOWDING.—On September 11, 1921, at Weihaiwei, John Finucane Dowding, only son of Mr. and Mrs. J. D. Dowding, 52 Temple Lane, Shanghai, aged one year and ten months.

The China Mail.

—CABLE, JUSTICE, PUBLIC SERVICE—
HONGKONG, THURSDAY, SEPT. 22, 1921.

THE WAY OF A MAN.

Long ago in a debate some man, an American probably, complained that his opponent, although he had been put right, would not "stay put." That is certainly one thing that men will not do. They will not stay put. They seldom remain long even where they put themselves. It is not always easy to persuade them, when contending, really to define their positions; they like to shift their ground, when a fence of it becomes harder. They are consistent only in inconsistency. This is not a reproach. It is a natural history proposition. The nature of a man is to entertain many and varied emotions, but none

too long. To "change his mind" would be regarded as an act as commonplace and reasonable as to change his shirt, were it not for the superstition of consistency that has grown up. Shrinking from "fickleness" as a form of "bad form," he touches the wet point of obstinacy, and becomes bedeviled with pigheadedness. Mostly, however, man's trouble is a natural inconstancy, due to the fact that biologically regarded he has not been "homo sapiens" long enough to acquire the mental energy for persistent application and concentration. In a fascinating story called "Before Adam," the late Jack London hints cleverly at the real reason why monkeys lack speech. He describes a monkey pow-wow, in which one of them gets a glimpse of an idea, and starts out to communicate it, only to be distracted as easily as monkeys are. The band howl in chorus, beating logs with sticks, and the pucker smoothes off the forehead of the one afflicted with the nucleus of an idea, and he too joins in the senseless row. The human adage (a possession of practically all races) has been defined as the wit of one and the wisdom of the many. Now in his adages the man exhibits his real mind, not the mind of his pose, nor the mind of his desire and ambition, but his mind as it is, a chameleon for colour, a Proteus for shape, a windvane or weathercock for direction. He accords equal respect to "Look before you leap" and to "Nothing venture nothing have." He gets in "Penny wise, pound foolish," a wisdom as axiomatic and self-evident as he does in "Take care of the pence and the pounds will take care of themselves." He believes firmly that "Hope deferred maketh the heart sick," and he never doubts that "It is a long lane that has no turning." In fine, he has scarcely an adage for which there is not another adage of opposite purport. This does not mean that one must be right and one, wrong. Each has its time

for being right, and that is the time when his mind happens to be framed in that particular way. It also means that the illusion of reason, whether with or without logical formulas, is a Will-o-the-Wisp that leads him into foolish quagmires. Man, normal, average man, is infested with fallacies as a dog with fleas. He really starts out often on the track of a truth, as eagerly as a small boy goes fishing. Having caught one half-pound trout, the boy runs home to show it to his mother, not waiting to fill his creel. Having captured a half-truth, man announces his success, builds the roof of prejudice over it to shield it from the rough weather of criticism, and stands by ready to fight any one who attempts to belittle it, or himself as its discoverer. No wonder the classical gods of Olympus, who were interested observers of life among men, are all dead. They probably died of laughing.

LOCAL AND GENERAL.

Lady and Miss Ho Tung returned to Hongkong from the North by the I.C.S. "Hansang."

Knocked down by motor car No. 514 on Praya East yesterday afternoon, a Japanese is now receiving treatment at the hospital. His condition is not serious.

Dr. Charles John Corie, for 22 years a Naval Chaplain, and Bishop in Korea for 15 years, who died on June 30 last, aged 78 years, left estate of the gross value of £10,811 and net £10,385.

H.M.S. "Hawkins" (Captain W. M. James, R.N., C.B.) flying the flag of Admiral Sir Alexander Duff, K.C.B., Commander-in-Chief, is expected to arrive at Shanghai on Saturday, October 29, and to remain until November 14.

Commissioned Boatman J. T. Williams has been appointed to Hongkong Dockyard, with effect from Oct. 14 next. Mr. Williams got his commission in January, 1915, and was recently doing duty at the Devonport Dockyard. He saw much service in the late war.

Sir Robt. Nathan, K.C.S.I. C.I.E. (55), of The Albany, Piccadilly, W., late of the I.C.S., Private Secretary to Lord Curzon when Viceroy of India, and brother of Sir Frederic and Sir Matthew Nathan, a former Governor of Hongkong, left estate of the gross value of £14,226.

The body of the Chinese seaman drowned from the s.s. "Sunning" on Tuesday afternoon, when the morning boat capsized, was picked up from the harbour by the Water Police yesterday afternoon, having been found floating some hundreds of yards east of the spot near Holt's Wharf where the accident occurred.

Nice in Shanghai has now gone up to \$12.60 a picul on account of the heavy rain and the few rice boats which have been arriving in port. It is reported that crops, both rice and cotton, have been badly damaged by the water and if 20 or 30 per cent. of the crop can be collected, the farmers will consider themselves fortunate.

Aboard the United States transport "Crook" which arrived in Hongkong yesterday was a draft of ex-prisoners of war consisting of over 400 subjects of Austria, Germany, Roumania, Turkey and Czechoslovakia who are being repatriated by their Governments. The draft includes the last lot of Austrians from Siberia.

The Hon. Mr. Oliver Marks, after thirty years' service in Malaya, as a servant of the Administration, has retired and recently left for England, accompanied by Mrs. Marks. Mr. Marks had been latterly British Resident of Negri Sembilan, and acting British Resident of the Selangor, and was a very highly esteemed official.

The s.s. "Tango Maru's" passenger list yesterday included Mr. W. F. Stephenson, well known in Shipping circles in the Philippines; Mr. R. A. C. North who is on his way to Samoa to take over the Chinese secretariat in that part of the world; Mr. Y. Suzuki, formerly Japanese Consul General at Hongkong who is en-route to Sydney; and Mr. J. E. B. de Courcy of Hongkong, whose destination is Manila.

A Deauville correspondent states that a titled Englishman who has made a fortune in the Far East and who had been staying there for the last ten days won 700,000 fcs. at the tables in seven minutes, or at the rate of about £2,220 per minute. He made four passes to the table, doubling the bank each time, and on the fifth pass, which he lost, only 100,000 fcs. was bet against him. His winnings represented in English money £16,660.

SPECIAL CABLE.

STILL AT LARGE.

JAIL BREAKER.

INDUSTRIOUS LETTER WRITER.
China Mail Special.]

SHANGHAI, Sept. 22.
Aunt Norman, the escaped prisoner from the American jail is still at large. The fugitive seems to be employing his leisure in writing letters to consular officials and newspapers with reference to Vera Pohlman's incarceration. This Russian woman appeared before Commissioner Schuhl in connection with Norman's escape and was remanded.

PACIFIC TRADE.

SHIPPING BOARD CHANGES.

NEW SERVICES TO HONGKONG.

Changes in the operation of United States Shipping Board freighters operating on the Pacific will see the Columbia Pacific Company the only firm operating out of Portland to the Far East and the Admiral Line the only company to send ships across the Pacific from Seattle, according to a private cable received in Shanghai on September 16.

The Columbia Pacific Company has been allocated more ships. Shanghai offices of the China Pacific Company, agents in Japan and China, admitted that services would be extended to Hongkong and the Philippines in addition to a continuance of the North China Line which covers Shanghai and Portland via Tsingtao, Tientsin, Dairen and Japan ports. Four additional vessels have been allocated for service between Portland and Japan ports only, increasing the Company's fleet to eight freighters of 8,800 tons each for the services to China and Japan.

According to the cable the Shipping Board service hitherto maintained by the Admiral Line is to be discontinued. The Shanghai office of the Admiral Line has not yet received advices of the contemplated change. Operation of Shipping Board vessels out of Seattle for trans-Pacific service by Frank Waterhouse & Co., and Struthers and Dixon is to be discontinued, leaving the field free to the Admiral Line, according to the cable. No advices have been received concerning the port of San Francisco but it is expected that the Pacific Mail Steamship Company will be the only firm to send ships to the Far East from that port.

THEATRE ROYAL.

LAST NIGHT'S CONCERT.

The second concert by Miss El Tour, Miss Vera Mirova and Leo Podolsky was given at the Theatre Royal last night. There was a good audience. Mr. Podolsky played in his usual brilliant style, his contributions including a toccata and fugue (Bach-Tausig) and two compositions by Debussy. His playing was marked by his splendid technique and his sympathetic interpretation. Miss Anna El Tour gave a very varied selection of songs. She probably charmed the audience most with her old English numbers such as "In Springtime" and "The lass with the delicate air." The latter was exquisitely rendered and was rewarded with unstinted applause. Miss Mirova's dancing was excellent. A unique item was the Japanese dance, the accompanying music being played by a Japanese lady on one of the national stringed instruments. The accompaniment in itself was distinctly original and the same may be said of the dance. Both were heartily applauded. Miss Mirova's other dances were a valse by Chopin and a marche by Schubert. The concert may well be described as a great success and it is to be hoped that it will be possible to arrange for another to be given.

AFRAID OF KIDNAPPERS.

CHINESE FROM CANADA BRINGS ARMS HERE.

A Chinese was this morning charged before Magistrate Lindsell with the unlawful possession of one revolver, 350 rounds of ammunition, two packets of percussion caps and eight magazines. The defendant said that he had lived 35 years in Victoria, B.C. and did not know local regulations. Members of his family in Sunwui had been kidnapped by bandits, and he was taking the arms to the country for protection. A fine of \$100 was imposed and the contraband confiscated.

A WEAK WALL.

TAIPO MAN'S TRIBULATION.

SUED BY CONTRACTOR.

A resident of Taiipo, Mr. George Martin, figured as the defendant to an action heard in the Summary Court before the Puisne Judge (Mr. J. R. Wood) this morning. The plaintiff was a Chinese contractor, Ma Yiu Ting, who claimed a sum of \$245.35 for work done and materials supplied. From the evidence it appeared that Mr. Martin wanted to have a tennis court made at his house at Taiipo. This involved the necessity of cutting away part of a hill and building a retaining wall and Ma Yiu Ting's Tender for the job, though not the lowest one submitted, was accepted on the advice of Mr. Baker of the Kowloon Canton railway. A dry rubble wall was built but it collapsed soon after completion. Mr. Martin contested the claim on the ground that the wall was not properly built and he also denied liability in respect of an amount claimed for blasting operations which were, he contended, included in the plaintiff's contract.

Giving evidence, the plaintiff said that Mr. Martin told him not to use small stones in the wall and that when the work was finished the defendant looked at it and pronounced it to be "all right." While the wall was going up witness told Mr. Martin, when the latter told him to use big stones, that it would not be safe to do so. Mr. Martin replied that "it didn't matter as long as it was cheap." Witness then instructed the foreman to build the wall in accordance with the defendant's wishes. After the work was finished defendant refused to pay anything at first and then, on receiving a lawyer's letter of demand, he paid \$200 on account. Regarding the blasting operation the defendant explained that he arranged to remove the earth only from the hill and not the stone. At first he did not see any stone there to remove. His Honour said he thought the plaintiff undertook the whole of the work of cutting away the hill; it was merely his bad luck that he came across the stone.

Mr. Leo Longinotto appearing to support the claim, remarked that it seemed inexplicable that Mr. Martin should have paid a sum on account after receiving a statement which included the item in question. Mr. Leo D'Almada, for the defence, contended that no particular item had been admitted.

The defendant said in his evidence that when an account was submitted to him on August 1, he did dispute the item about blasting and told the plaintiff that it was included in his contract for removing the hill. He had intended holding up the contract price until the end of September to see if the wall would stand but he paid \$200 on account because the contractor pleaded that he was "hard up." While the wall was going up he criticised the workmanship and pointed out that the plaintiff was not putting heavy enough stones into it. He was not satisfied with the wall when the plaintiff ceased work and never at any time passed it. He had never received a lawyer's letter of demand for payment.

An architect, Mr. G. G. Wood, gave evidence about the wall. He said he had seen it going up when passing by Mr. Martin's house and after it had collapsed he made an inspection. In his report he attributed the collapse of the wall to bad workmanship and faulty design. Referring to the blasting he said that an ordinary tender would have included blasting operations. The average cost of constructing a dry rubble wall, he told the Judge, would be about \$3 per cubic yard.

In reply to a question by Mr. Longinotto the witness said the chances were that, considering the heavy rains experienced about the time the wall was constructed, any dry rubble wall might have come down under such circumstances.

Mr. D'Almada: That doesn't mean that you attribute the collapse to the heavy rain does it?

Witness: No.
Mr. D'Almada submitted that on the evidence, the plaintiff was not entitled to claim one cent. Mr. Martin, he argued, was justified in taking up the attitude that unless the wall was done in a satisfactory way he would not pay.

His Honour remarked that he did not know why the wall came down and Mr. D'Almada urged that the evidence of the architect settled that point. The Judge rejoined that he was still in doubt as to what the architect's view really was.
"Assuming" said Mr. D'Almada, resuming his argument, "that some work was being done to your Honour's house."

His Honour interrupted that in that case he would certainly employ a qualified person to see to it. In the present instance, the Judge pointed out in announcing his decision, the plaintiff would not be regarded as a skilled person except in

LOCAL WEDDING.

STALKER-SHORTT.

UNION CHURCH CEREMONY.

An interesting wedding was solemnised in the Union Church yesterday afternoon when the Rev. J. Kirk Macdonachie married Mr. Archibald Stalker, book-keeper at Taiikoo Docks, to Mrs. Mary C. Shortt, who arrived here from Brisbane by the s.s. "Changsha" on Thursday.

The bride, who was attended by Miss Connie Hanson as maid of honour, looked charming in white silk georgette with hat to match. Miss Hanson wore a becoming dress of pale blue silk georgette with black hat.

The bride was given away by Mr. J. McCubbin. Mr. W. Brown performed the duties of best man.

Following the ceremony at the Church, a reception was held at Louisville, West Point, at which the happy couple received the congratulations of their friends. The honeymoon is being spent at Repulse Bay.

CHINESE CONSORTIUM.

AND PRIVATE ENTERPRISE.

In the House of Commons, on August 10, Mr. Gershom Stewart asked the Under-Secretary for Foreign Affairs whether the Consortium views with sympathy their promotion of loans purely for productive purposes in China, and whether, in view of the importance of stimulating trade, it had since its establishment taken any practical steps, and, if so, what in that direction.

Mr. Harmsworth: I am uncertain as to the precise scope of the question. The Consortium is not immediately concerned with private enterprise in China, which does not involve a foreign public issue and a Chinese Government or provincial guarantee, but it views with entire sympathy the promotion of approved productive undertakings, and if its assistance is required would, I am informed, be prepared to consider the grant of loans for such purposes. The Consortium, which a Chinese national group has been invited to join, was founded primarily for the purpose of procuring for the Chinese Government, by international co-operative action, the capital necessary for a programme of economic reconstruction and improved communication. An offer of financial assistance has already been made to the Chinese Government, but they have not as yet intimated their desire to take advantage of this offer, and it is not the policy of the Consortium to force a loan upon China.

Eighty-five American missionaries for various countries of the Orient, an early group of fall tourists and a number of returning residents of the Far East were among the foreign portion of the 220 first cabin passengers of the T. K. K. liner "Shinyo Maru" when she arrived at Yokohama from San Francisco.

Mr. Charles R. Crane, who recently reached London formerly United States Minister to China, after a journey overland from Peking, in a statement to the correspondent of the Chicago Tribune (Paris edition) said that it was impossible to estimate the seriousness of the situation caused by the famine and the breakdown of transport. The party found, somewhat to their surprise, that Soviet paper money was accepted, but 10,000 roubles (nominally equal to £1,000) were worth only about one shilling. During the journey across Siberia the Chinese cooks were greatly astounded when he had to pay 1,000,000 roubles to get enough food for one day's supply. Members of the party spent many hours each day cutting roubles, which are printed in huge sheets. It was not unusual to give the cook two suitcases filled with roubles to buy his provisions. Mr. Crane said that although Russian railway cars were similar to matchboxes connected by bent pins and drawn by a samovar, the railwaymen kept them going. When the party reached Riga the first question asked was: "What are the baseball scores?"

a very modified sense. Both parties knew the work was going to be roughly done and the defendant took the risk. His Honour found as a fact that Mr. Martin, in conversation with the plaintiff, did adopt the wall with its faults and must accept the consequences. His Honour found that the blasting was included in the contract and this point was therefore decided against the plaintiff.

After an appropriate deduction had been made from the amount of claim His Honour gave judgment for \$188.10. Both parties were directed to pay their own costs.

"A LOW SCOUNDREL."

ASSISTANT ACCOUNTANT'S DISSIPATION.

COMPRADORE'S GOOD WORD.

MAGISTRATE REDUCES SENTENCE.

A Chinese youth employed in the Compradore Department of Messrs. Andersen, Meyer & Company was this morning charged before Magistrate Lindsell with the embezzlement of \$117.55.

Mr. Wong Sek-ki, the Compradore, said that the accused was employed in his department as Assistant Accountant. During the absence of the Chief Accountant, Mr. Yip, the accused acted for him for over a month. In his capacity as Chief Accountant, the accused was empowered to make payments and collect money on behalf of the firm. The Chief Accountant returned to work on September 15. When he checked the books he found that twelve payments had been made by the accused for which there were no vouchers. The accused had carried forward \$30 less than the proper amount. According to the figures in the books, the amount carried forward should have been \$505.30, but the accused entered it as \$475.30. When the witness was told about the matter, he informed the police who arrested the accused on Tuesday.

The witness produced particulars of the twelve payments and said that as far as he was concerned, he had given no vouchers for them. The accused had to obtain permission from the witness before making any payment or drawing from account. If he neglected to get permission, he did so at his own risk. The entries in the books, in respect of which witness complained, purported to be loans made to other members of the staff.

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The Magistrate remarked to Sergeant Dick that as far as he could see, from the evidence, no case of embezzlement had been made out against the accused. In order to prove embezzlement, his Worship remarked, it had to be shown that the accused had received different sums of money paid to the firm or by the firm, and converted the moneys so received to his own use. In this case it appeared that the accused had borrowed money from the firm in other people's names. There was no question about the accused having made false entries; but the offence was not embezzlement.

Questioned regarding the various entries referred to in the complaint, the accused admitted that he wanted the loans for himself; but said that he had first asked the permission of the persons mentioned to use their names to raise the money.

Questioned in particular about one entry which represented the Compradore as having drawn \$50, the accused admitted that he had taken that money for himself, but added that as he had intended to refund it soon, he did not ask the Compradore's permission to use his name.

The Magistrate: Why did you not use your own name to get these loans? Because I had used my own name many times already.

As a matter of fact you were afraid of being found out?—(No reply).
Why did you do it?—I wanted the money to help a friend in Canton who was in dire need.

To pay your gambling debts is nearer the truth?—No. I don't gamble.

I find you guilty of having made a false entry on the 12th, by your own confession that you used Mr. Sek Ki's name and converted \$50 to your own use. With regard to the other eleven entries, I have no proof before me, and will therefore not deal with them. Sergeant Dick said that the accused was a visitor to Shek Tong Chui (West Point) almost every night, and spent most of the money down there.

The Sergeant produced hotel bills to support his statement.

The Magistrate: Oh! (to accused): You are a low scoundrel, wasting your time and spending lots of money on prostitutes in brothels. I sentence you to six weeks' hard labour.

Mr. Wong Sek-ki pleaded for the accused. He said that he had worked under him for nearly three years and had been an honest boy until this unfortunate lapse.

The Magistrate: Your Compradore has given you a good character so I will give you a chance and reduce the sentence to three weeks. Let this be a lesson to you.

Attempting to slight from a moving tram car in Des Voeux Road Central yesterday afternoon, a Chinese fell and received minor injuries to his head and body.

According to a report from Nan-ning, the capital of Kwangsi, the authorities there have decided to have the provincial seat removed from Nanning to Yachow, a city they consider more important than Nanning, both politically and commercially.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALTA MARUWednesday, 5th Oct.

BUENOS AIRES—Buenos Aires, Santos, Durban & Cape Town via Singapore.

SEATTLE MARUTuesday, 11th Oct.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

KASADO MARUWednesday, 28th Oct.

DELI & BANGKOK via SINGAPORE—Regular Monthly service.

KISHU MARUSaturday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Yokohama.

ARIZONA MARUTuesday, 4th Oct.

NEW YORK via PANAMAThursday, 29th Oct.

NEW ORLEANS via SUEZFriday, 14th Oct.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.E. wharf near the Harbour Office.

RAIO MARUSunday, 25th Sept.

TAKAO via SWATOW & AMOY.

SOSHU MARUFriday, 23rd September.

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Y. YASUDA, Manager,
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C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

SWATOW AND SHANGHAIToday at 4 p.m.

SHANGHAI AND TIENTSINSept. 25, at 4 p.m.

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SPORT.

LAWN BOWLS.

SHANGHAI BRAT CRAIGENGOWER.

The Shanghai Interport Bowls team completed its programme here yesterday afternoon when it met, and defeated a Craigengower Club four by 17-14.

Although Craigengower's is the youngest bowls team in the Colony—it was not so long ago that the game was introduced to the Club's members—yesterday's game against the visitors was hotly contested. The scoring was slow, but this did not affect the game which was full of interest throughout.

The teams were as under:—
Shanghai.—Brown, Landers, Shaw and McAlister (skip).
Craigengower.—Omar, Allan, Bass and Bradbury (skip).

THE SCORES.

The full scores were as under:—

No.	Score.	Total.	Score.	Total.
1	1	1	1	1
2	1	1	3	3
3	1	1	3	6
4	1	2	6	6
5	1	2	7	7
6	3	5	7	7
7	1	6	7	7
8	1	7	7	7
9	2	9	7	7
10	1	10	7	7
11	1	10	8	8
12	1	10	9	9
13	1	10	10	10
14	1	11	10	10
15	1	11	11	11
16	2	13	11	11
17	2	15	11	11
18	2	17	11	11
19	1	17	12	12
20	1	17	13	13
21	1	17	14	14

SWIMMING.

INTERPORT TRIALS.

The following Interport Trials will take place at the V. R. C. bath at 5 p.m., to-day:—

High Dive.—G. Hall, G. Jack, D. Laing, E. W. Railton, A. Logan, W. Hyde, T. L. Knight, M. A. R. Souza, C. Logan, Pre. Izard, E. Noronha, Capt. Bleckley, and F. M. R. Pereira.
100 Yds. Back Stroke.—R. C. Wittell, J. Johnstone, E. Noronha and Guan Hin Mee.

Long Plunge.—M. A. R. Souza, R. L. Duncan, A. Ellis, R. C. Wittell, E. de Souza, A. A. Claxton, D. Laing, and S. H. Garrod.

Running Header from Spring Board.—G. Hall, G. Jack, Laing, E. W. Railton, A. Logan, W. Hyde, T. L. Knight, E. Noronha, M. A. R. Souza, and F. M. R. Pereira.
440 yds.—G. Jack, D. Laing, F. M. R. Pereira, A. Logan, J. Rodger, J. V. Ramsay.

TOMORROW'S EVENTS.

To-morrow candidates for the following events will be tried:—

Throwing the Polo Ball.—E. Busschaert, R. C. Wittell, G. A. Carvalho, L. A. Lammert, and M. L. Railton.
220 yds.—G. Jack, D. Laing, F. M. R. Pereira, A. Logan and J. Rodger.
100 yds.—G. Jack, F. M. R. Pereira, A. Logan, D. Laing, A. Botelho, and E. A. Noronha.

Two Lengths Team Race.—Leung Tit Sang, E. Busschaert, A. Botelho, D. Laing, E. Noronha, J. Soares, W. Railton, A. Logan, F. M. R. Pereira.

SATURDAY'S WATER POLO.

On Saturday, at 5.30 p.m. a Water Polo match Probables v. Possibles will be played. The following are the teams:—

Probables.—A. I. Jaffie (goal), M. L. Railton and J. Rodger (back), R. C. Wittell (half back), E. Busschaert, J. C. Finch and A. Logan (forwards).

Possibles.—G. Hall (goal), G. W. Sewell and F. A. Marcell (backs), A. V. Barros (half back), J. Soares, G. A. Carvalho and E. W. Railton (forwards).

WATER POLO.

TO-DAY'S GAME.

At 5.15 p.m. to-day the United A. C. will meet the Club Lusitano, in the second round of the Hongkong Water Polo League.

TENNIS.

GARRISON DOUBLES CHAMPIONSHIP.

The second round of the Garrison Tennis "Doubles" Championship was played off yesterday afternoon with the following results:—

C.S.M. Pearson and Cpl. Townsend, R.E., beat S.M. Thompson and Cpl. Savage, R.A.M.C., 6-3, 7-5.

Sgt. Wilkinson and Cpl. Rhodes, R.A.M.C., beat Gr. Dyer and Gr. Bright, R.G.A., 6-1, 6-2.

S.S.M. Stroud and Dr. Lansley, R.A.S.C., beat S-Sgt. Hamblin and Spc. Coupland, R.E., 8-6, 8-6.

Cpl. Hayward and Spc. Newing, R.E., beat Gr. Clow and Br. Newcombe, R.G.A., 6-3, 7-5.

Bdsm. Murrant and Bdsm. Rogers, Wilts., beat Sgt. Ricks and Sgt. Hollands, R.A.M.C., 6-1, 6-1.

Q.M.S. Foster and S-Sgt. Haynes, R.A.O.C., beat S-Sgt. Jane and Cpl. Stone, R.A.M.C., 6-0, 6-3.

Sgt. Wells and Bdsm. Teagle, Wilts., beat A. E. Is (W.S.) Cowell and White, O.E.C., 6-3, 6-3.

Sgt. Holloway and Gr. Henwood, R.G.A., w.o. from C.S.M. Woolford and S-Sgt. Best, R.E.

Weather permitting, the third round will be played off at 3 p.m. to-day.

Given favourable weather conditions, to-day and to-morrow, the tournament will be completed on Friday when the semi-finals will be played off at 3 p.m., and the final at 4.30 p.m.

By kind permission of Lt.-Col. J. R. Wyndham and Officers of the Regiment, the band of the 2nd Wiltshires will play selections at the Valley from 4 p.m.

To-morrow H.E., Lt.-General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I., G.O.C., will present the trophies won in the Garrison Doubles Championship and Garrison Tennis League at the end of the tournament.

INTERPORT LAWN BOWLS.

HANKOW'S SECOND WIN.

A telegram received in Shanghai on September 16, stated that in the second Lawn Bowls match between Hankow and Shanghai, the home side won by 26 points to 13, after having established a lead of 10—nil.

Shanghai was represented by R. P. Phillips (skip), T. E. Poignand, F. Lloyd and N. David.

DON'T LOSE YOUR PUNCH

If you feel a growing dissatisfaction with life, and ill health seems to threaten you without the symptoms of any specific disease showing, your nerves are probably undernourished because your blood is thin.

Take a moment to examine into your own case. Have you lost the ability to make a quick decision and take prompt action? Are you nervous, or do you worry and hesitate in decision and consume an undue amount of time over things that you used to do quickly? Are you prematurely old?

Don't let the arteries in your brain get hard. Don't let thin blood starve your nervous system. Proper diet for the first and a good tonic, Dr. Williams' Pink Pills, for the second, are what you need.

If you have any nervous troubles write today to the Dr. Williams' Medicine Co., 20, Sachse Road, Shanghai for their little book, "The Nerves and Their Needs." It gives you hints of how to treat them and directions regarding hygiene that are you should have. Your own druggist can supply you with Dr. Williams' Pink Pills, or they will be sent by mail on receipt of price, 25c per bottle, 50c for six bottles, post free.

WORLD'S SHIPPING.

RECOVERING FROM THE WAR PERIOD.

DEVELOPMENT IN LIQUID FUEL FOR STEAMERS.

The 1921-22 edition of Lloyd's Register of Shipping, just issued, contains particulars of all sea-going vessels of the world of 100 tons and upwards. There is a full record of over 33,000 steamers and sailing vessels.

Upwards of 251 million tons of shipping are classed by Lloyd's Register, and the first statistical table indicates how the several countries are recovering from the war period. There are recorded in the Register Book (excluding vessels of less than 100 tons) 4,773 sailing vessels of 3,128,328 tons and 23,453 steamers of 58,846,325 tons, thus making a world's total of 33,200 vessels, of 61,974,653 tons gross.

Dealing with the tables it is shown that the reduction in sailing tonnage since pre-war time (June, 1914) amounts to 852,000 tons, a smaller decrease than any that occurred in the previous period of seven years. This is ascribed as being principally due to the increase in the United States, the only country which has added to its sailing tonnage since 1914, apart from any ex-German tonnage allocated.

Nearly 41 per cent. of the world's sailing tonnage is now owned in the United States. The other countries which still have a considerable amount of sailing tonnage are the British Empire (182,000 tons), France (351,000 tons), Norway (213,000 tons), and Italy (183,000 tons). The percentage of sailing vessels to the world's tonnage is now 5 per cent., as compared with 8 per cent. in 1914, and nearly 22 per cent. in 1902.

In the following table only steel and iron sea-going vessels are included:—

Sea-going steel and iron steam tonnage owned by the principal maritime countries.

Country.	Tons gross.	Tons gross.
Utd. Kingdom	18,577,000	19,288,000
British	1,857,000	1,930,000
America (U.S.)	1,037,000	12,314,000
Austria	1,053,000	Nil.
Hungary	768,000	860,000
France	1,918,000	3,046,000
Germany	5,938,000	654,000
Greece	823,000	376,000
Holland	1,471,000	2,207,000
Italy	1,428,000	2,378,000
Japan	1,042,000	3,063,000
Norway	1,023,000	2,265,000
Spain	883,000	1,094,000
Sweden	562,000	1,037,000
Total abroad	23,637,000	31,929,000
World's total	42,514,000	51,217,000

Among the principal countries apart from Germany—Greece is the only one still showing a reduction in tonnage now owned as compared with 1914.

The sea-going tonnage of the United States has increased by nearly ten and a half million tons, an increase of 570 per cent. on the 1914 figures.

The other countries in which the largest increases are recorded are: Japan 1,421,000 tons; France 1,128,000 tons; Italy, 650,000 tons; and Holland, 736,000 tons. As in the case of the United Kingdom, the figures for France and Italy include a considerable amount of ex-enemy tonnage allocated to these countries.

The figures for Germany, the report says, conclusively show the change in the maritime position of that country. While in 1914 Germany ranked next to the United Kingdom with over five million tons of sea-going steel and iron steamers her total tonnage now stands at only 654,000 tons. The United States percentage of the world's sea-going steel and iron steam tonnage has increased from 4.3 in 1914 to 22.7 in 1921.

The relative position of some other countries has also altered to a large extent. In 1914 the United Kingdom owned nearly 44 per cent. of the world's sea-going steam tonnage; the present percentage is just over 35. Norway, which occupied the third place, is now sixth; while Japan, which was sixth, is now third, closely followed by France with only 17,000 tons less. Taken together, the Scandinavian countries—Norway, Sweden, and Denmark—show an increase, as compared with 1914, of 503,000 tons.

It is pointed out with regard to the size and type of vessels that in 1914 there were 2,668 sea-going steamers, each of 4,000 tons and above; there are now 5,269. The largest increase has occurred in vessels between 6,000 and 10,000 tons, which increased from 1,004 in 1914 to 1,784 in 1921.

In 1914 there were in existence 385 steamers for the carriage of petroleum in bulk, with a total tonnage of 1,478,000 tons, while lists printed in the Register under review include 861 steam and motor vessels of 4,419,000 tons for that trade, an increase of 200 per cent. in the tonnage.

The number of vessels fitted with internal combustion engines has increased from 290 vessels of 234,000 tons in 1914, to 1,447 of 1,263,000 tons in 1921. A great development is also recorded as regards the use of liquid fuel on board steamer. In 1914 there were 364 steamers of 1,310,000 tons fitted for burning oil fuel, whereas the present Register Book includes no fewer than 2,536 such vessels of 12,757,000 tons—a tonnage more than nine times larger than that of 1914.

Only 72 per cent. of the mercantile marine now require coal, as against a percentage of 89 in 1914.

Another item of interest is that 1,100 vessels are now fitted with both sails and auxiliary engine power, of which total 740 have motors. Of the total number of steel and iron sea-going merchant tonnage now in existence, 65 per cent. has been built under the survey of Lloyd's Register.

A table giving the number and gross tonnage of new vessels, classed by Lloyd's last year, shows a total tonnage of 3,632,225 tons. The table also indicates the country of building of the vessels, showing that 1,400,000 tons were built in the United Kingdom, as compared with 14 million tons in the United States and 982,000 tons in other countries.

CHINA COAST.

SHIPPING PERSONALS.

Mr. W. J. Andrews, chief officer, "Suiyang," has gone acting master, "Hoikow."

Mr. H. G. Appleby has been appointed second officer, "Suiyang."

Mr. R. Loughnan, second officer, "Suiyang," has gone acting chief officer, same ship.

Mr. W. G. McKenzie, second officer, "Fengtien," has signed off. Mr. D. H. Todd, second engineer, "Fengtien," has gone second engineer, "Kashang."

Mr. R. J. McClelland, chief officer, "Kutwo," has gone acting master, "Kutwo." Captain G. F. James of the "Kutwo," is on reserve. Mr. W. H. Watson, from reserve, has gone second officer, "Kutwo."

Mr. J. H. Davey, second officer, "Luenho," has gone acting chief officer, same ship.

Mr. R. S. Bonnard, from reserve, has gone acting chief officer, "Hopsang." Mr. H. Rawstron, chief officer, "Hopsang," is on leave.

Mr. T. Ogier, second officer, "Wosang," has resigned.

Mr. D. Mason, from leave, has gone chief engineer, "Tungshing." Mr. C. Ross, acting chief engineer, "Tungshing," has gone second engineer, "Koonshing." Mr. J. S. MacDonald, second engineer, "Koonshing," is on reserve.

Mr. W. G. Probert, supernumerary second engineer, "Luenho," has gone second engineer, "Wosang."

Mr. J. S. Black, second engineer, "Wosang," has gone acting chief engineer, "Hopsang." Mr. D. Ellis, chief engineer, "Hopsang," is on leave.

Captain J. Bettison, of the "Teangrah," is on reserve. Captain O. C. Blown, from leave, has gone master, "Teangrah." Mr. R. Ferguson has been appointed chief officer, "Teangrah."

owned nearly 44 per cent. of the world's sea-going steam tonnage; the present percentage is just over 35. Norway, which occupied the third place, is now sixth; while Japan, which was sixth, is now third, closely followed by France with only 17,000 tons less. Taken together, the Scandinavian countries—Norway, Sweden, and Denmark—show an increase, as compared with 1914, of 503,000 tons.

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The shipping returns for Shanghai for the six months ending June 30, 1921, show that the total tonnage entering the port was 9,928,598. Of this total the British percentage was 42.26; Japanese 33.71; Chinese 20.47

SHIPPING.

MESSAGERIES MARITIMES.

NEW AGREEMENT.

The French Chamber recently ratified the convention made between the State and the Compagnie des Messageries Maritimes on December 29, 1920. This convention was rendered necessary owing to the impossibility of a private concern being able to fulfil at present all the conditions required for the national mail services. This position has been met by a limited guarantee on the part of the State, varying in proportion to the result of the year's working. We noted some time ago that to carry this out a new company would be created with a capital of Frs. 60,000,000, of which one fourth will be paid up. The present fleet of mail steamers belonging to the Messageries Maritimes will be transferred to the new company, which will have the benefit of the existing organizations, technical and otherwise, and the new service will be managed under the terms stipulated in the schedule of conditions.

These services, which in each case have their European terminal at Marseilles, are the same as those provided for in the convention of 1911 between the State and the Compagnie des Messageries Maritimes, viz: via Suez to Yokohama, every fortnight; via Suez to Cebu China, every four weeks; very Suez to Australia, every four weeks; two services to Madagascar and Mauritius, each every four weeks, and certain Mediterranean services.

OUTWARD FREIGHT QUESTION.

SHIPPING AWAITING COAL CARGOES.

In connection with the improvement in the homeward freight markets, which was discussed recently, says *The Times*, it is from the East that the inquiry is now strongest, and the upward movement in the rates is evidently due, partly at any rate, to the scarcity of vessels now available there for loading, which, in turn, is traceable to the recent stoppage of work at the British collieries. If coal cargoes had been available the ships would have been sent to the East. Even now there is much difficulty in arranging "steams" and from the middle to the end of August is mentioned as the earliest period for which loading facilities can be granted in South Wales to many of the steamers that are now being chartered to load coals in this country.

There are plenty of vessels offered for the trade, and a large coal export business is in prospect. Its development seems entirely dependent on the ability of the collieries and the ports to provide the coal and the loading facilities. In the meantime, there is a steady demand for steamers of comparatively small size of time charter, such as would be suitable for the short-distance coal trades, which indicates the confidence of exporters to do business as soon as the trade again runs smoothly.

GENERAL NOTES.

The harbour coolies at Socabaya are on strike. Their leader Semaven has been arrested.

In 1919 the number of vessels passing through the Suez Canal was 3,588 with a gross tonnage of 21,924,770. The British vessels numbered 2,679 with a tonnage of 15,570,399.

Wooden ships built in America during the war at a cost of 2600,000,000 are according to the chairman of the shipping board still a drug in the market. "No one will buy them. As targets for the navy," says Mr. Lasker, they would be admirable. Last year it cost 250,000 to maintain these wooden vessels.

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NOTICES.

DAIRY FARM NEWS.

CHEESE

GRUYERE	\$1.25 per lb.
GOUDA (Full Cream)	1.15 " "
AUSTRALIAN CHEDDAR85 " "
PICNIC (own make)50 " Jar.
COULOMMIER (own make)40 " pat.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

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and American 10.56. Vessels sailing direct to and direct from Great Britain numbered 123 during the period. America heads the percentage list of shipping to Canadian and American ports with 45.77 per cent.; Japan 30.11 and British 23.31.

The Hamburg-American liner "Tirpitz," of 19,300 tons, constructed in 1914 at the Vulcan Works, Stettin, and recently acquired by the Canadian Pacific will be converted into an oil-burner, re-named the "Empress of China," and be placed on the Vancouver, Japan and China line.

The "Prinz Friedrich Wilhelm," which has been chartered from the Canadian Pacific by the Cunard Company, will be re-named the "Empress of India."

The Dwell-Castle Line s.s. "Wray Castle" which sailed from New York on Sept. 24 left the port of Savannah on Sept. 24 via Panama, and is expected here at the end of Oct. Agents, Dwell & Co., Ltd.

The P. & O. s.s. "Karnata" left London on Sept. 2 and is due at Hongkong on Oct. 11.

The N. Y. K. s.s. "Shidzuka Maru" (European Line), left London for this via Suez on Sept. 3, and is expected here on Oct. 13.

The T. K. K. s.s. "Shinyo Maru" arrived at Manila on Sept. 21 (a.m.) left on Sept. 23 (p.m.), and is due at Hongkong on Sept. 24 (a.m.).

The P. & O. s.s. "Karnata" is expected to leave Colombo on Sept. 26.

The P. & O. s.s. "Dunera" left Bombay on Sept. 19 and is expected to arrive at Hongkong about Oct. 4.

The U.P.S. R.M.S. "Empress

